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**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 18 JUNE 2024**

**SUBJECT: ROAD SAFETY PLAN TO 2030**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

**1. REASON FOR REPORT**

- 1.1 To seek Committee approval of the draft Moray Road Safety Plan to 2030 which has been subject to further stakeholder consultation, including with Community Councils.
- 1.2 This report is submitted to Committee in terms of Section III (F) (15) the Council's Scheme of Administration relating to the duty of the Council as Roads Authority.

**2. RECOMMENDATION**

**It is recommended that Committee:**

- i) **notes the outcome of the stakeholder consultation and changes made to the draft Road Safety Plan to 2030; and**
- ii) **approves the revised Road Safety Plan to 2030 attached as APPENDIX 1.**

**3. BACKGROUND**

- 3.1 The draft Road Safety Plan to 2030 was approved at a meeting of this Committee on 14 November 2023 for an 8-week stakeholder consultation (para 6 of the Minute refers). The draft Road Safety Plan to 2030 sets out trends in reported accident and casualty data, along with the Council's, and other public services, approach to meeting the Scottish Government's targets set out in the Road Safety Framework to 2030 for reducing the number and severity of reported injury accidents.

3.2 The draft Road Safety Plan highlights the following areas where actions could be taken to work towards the target injury accident rates in the Roads Framework to 2030:

- The prevalence of accidents on rural roads;
- Ongoing maintenance of the road network;
- Driver behaviour and speed management;
- On-going education of road users; and
- Provision of infrastructure for vulnerable road users (cyclists, pedestrians etc).

3.3 As part of the draft plan, it was proposed to introduce a Road Safety Champions engagement group made up from members of Community Councils. The group would become a focal point for engagement and dissemination of road safety input and it is anticipated that officers from Police Scotland will also be involved.

#### Stakeholder Consultation

3.4 The plan was sent out for stakeholder consultation and comments were received from NHS Grampian, Health and Social Care Moray, Police Scotland, Scottish Fire and Rescue Service, Amey (Transport Scotland's contractors for the trunk roads), Transport Scotland and other council services and these have now been incorporated into the Plan.

3.5 The main comments which resulted in changes, were in relation to the Fire and Rescue service plan. A link is now included to this, along with an action from them. Information from Health and Social Care Moray and their promotion of active travel and ongoing healthcare recovery and a link to Public Health Scotland have also been included.

3.6 Over and above these there are minor changes to the Plan to reflect the current situation and update the data to include the comparison to 2022 throughout Scotland.

#### Joint Community Council – Road Safety Champions

3.7 Officers gave a presentation about the Road Safety Champions proposal to the Joint Community Council on 8 February 2024. The presentation was well received, with attendees asking a number of questions regarding how the group would operate.

3.8 A follow up email was sent to all Community Councils setting out the terms of reference for the group and seeking expressions of interest. 6 responses were received from 5 Community Councils volunteering to be a member of the group.

3.9 It is proposed that the Road Safety Champion group will meet on a quarterly basis, with the first meeting being face to face to provide some training on the national and local approach to improving road safety, setting local speed limits and cycle and pedestrian facilities. Road safety messages from national

campaigns would be shared with the Champions for dissemination through their Community Council. There will also be the opportunity to discuss with officers' local road safety concerns and possible measures to address them.

- 3.10 It is anticipated that the first meeting will take place in September 2024.

### Next Steps

- 3.11 The final approved Plan will be published on the Council's website and used to support applications to the Scottish Government's Road Safety Improvement Fund. The plan will be subject to a mid-term review in 2027 to assess progress against national targets and to see where joint working has been successful/could be enhanced.
- 3.12 Finally, the draft plan was the subject of an Integrated Impact Assessment (**APPENDIX 2**). The minor amendments to the plan do not change the outcomes of this previous Integrated Impact Assessment.

## **4. SUMMARY OF IMPLICATIONS**

### **(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

The key policy documents which are relevant to Road Safety are the LOIP September 2021, the Moray Corporate Plan 2024 and the Moray Economic Strategy.

### **(b) Policy and Legal**

Council has a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety.

### **(c) Financial implications**

There are no financial implications arising from this report. However, revenue budgets for road maintenance, including surface dressing and drainage maintenance and improvement as well as specific road safety measures such as road markings, cats' eyes and road signs have reduced since approval of the last Road Safety Plan. The allocation of revenue and capital budget is a matter for corporate prioritisation in the budget setting process, and applications for external funding are made wherever possible.

### **(d) Risk Implications**

There are no new risk implications arising from this report.

### **(e) Staffing Implications**

There are no staffing implications as this process forms part of existing duties. However, any reduction in staff resources will have an impact on the ability to deliver the plan.

**(f) Property**

There are no property implications arising from this report.

**(g) Equalities/Socio Economic Impact**

An Integrated Impact Assessment has been undertaken and no negative impacts on any protected groups were found. An action in the Road Safety Plan is to provide active travel infrastructure which would be utilised by users with protected characteristics (Disability and Age). An individual Equalities Impact Assessment will be undertaken as individual schemes are developed to seek to maximise the benefits of each scheme.

**(h) Climate Change and Biodiversity Impacts**

An action in the Road Safety Plan is to provide active travel infrastructure. Promoting Active Travel is one of the key actions in the Council's Climate Change Strategy. Provision of dedicated active travel infrastructure can provide a positive impact on the climate through enabling and encouraging alternative modes of travel through Moray. Reduced emissions supports nature recovery and the overall improvement of environments.

**(i) Consultations**

Police Scotland, Scottish Fire and Rescue Services, Transport Scotland, Amey Limited, North Safety Camera Unit, the Scottish Ambulance Service, NHS Grampian, Moray Council Education and Environmental Health officers have been consulted and their comments incorporated in the plan.

The Depute Chief Executive (Economy, Environment & Finance), Head of Environmental and Commercial Services, Legal Services Manager, Chief Financial Officer, Equalities Officer and L Rowan, Committee Services Officer have been consulted and any comments taken into consideration.

**5. CONCLUSION**

**5.1 The draft Moray Road Safety Plan covers the period up to 2030, when it is anticipated that the next Scottish Road Safety Framework to 2040 will have been published.**

**5.2 The draft plan takes into account the Safe System approach to Road Safety which was introduced in the Scottish Road Safety Framework to 2030. The draft Plan also promotes joint working with neighbouring local authorities and other public sector bodies.**

**5.3 No significant changes have been made in relation to the stakeholder consultations.**

- 5.4 A presentation was made to the Joint Community Council on the proposed Road Safety Champion group. Community Councils have been broadly supportive with 6 members from 5 Community Councils volunteering to be part of the group.**
- 5.5 It is proposed to review the plan mid- term (2027) against the national targets and to see where joint working has been successful/could be enhanced.**

Author of Report: Elaine Penny, Engineer (Traffic)  
Background Papers: Scotland's Road Safety Framework to 2030  
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